

(v) Making sure that a supply of blankets is taken to the survival craft; and

(8) The substitutes for key persons if they are disabled, taking into account that different emergencies require different actions.

(c) *Emergency instructions.* Illustrations and instructions in English, and any other appropriate language as determined by the OCMI, must be posted in each passenger cabin and in spaces occupied by persons other than crew, and must be conspicuously displayed at each muster station. The illustrations and instructions must include information on—

- (1) The fire and emergency signal;
- (2) Their muster station;
- (3) The essential actions they must take in an emergency;
- (4) The location of lifejackets, including child-size lifejackets; and
- (5) The method of donning lifejackets.

[CGD 84-069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52818, Oct. 1, 1998]

**§ 199.90 Operating instructions.**

Each vessel must have posters or signs displayed in the vicinity of each survival craft and the survival craft's launching controls that—

- (a) Illustrate the purpose of controls;
- (b) Illustrate the procedures for operating the launching device;
- (c) Give relevant instructions or warnings;
- (d) Can be easily seen under emergency lighting conditions; and
- (e) Display symbols in accordance with IMO Resolution A.760(18).

**§ 199.100 Manning of survival craft and supervision.**

(a) There must be a sufficient number of trained persons on board the vessel for mustering and assisting untrained persons.

(b) There must be a sufficient number of deck officers, able seamen, or certificated persons on board the vessel to operate the survival craft and launching arrangements required for abandonment by the total number of persons on board.

(c) There must be one person placed in charge of each survival craft to be used. The person in charge must—

(1) Be a deck officer, able seaman, or certificated person. The OCMI, considering the nature of the voyage, the number of persons permitted on board, and the characteristics of the vessel, may permit persons practiced in the handling and operation of liferafts or inflatable buoyant apparatus to be placed in charge of liferafts or inflatable buoyant apparatus; and

(2) Have a list of the survival craft crew and ensure that the crewmembers are acquainted with their duties.

(d) There must be a second-in-command designated for each lifeboat. This person should be a deck officer, able seaman, or certificated person. The second-in-command of a lifeboat must also have a list of the lifeboat crew.

(e) There must be a person assigned to each motorized survival craft who is capable of operating the engine and carrying out minor adjustments.

(f) The master must make sure that the persons required under paragraphs (a), (b), (c), and (d) of this section are equitably distributed among the vessel's survival craft.

[CGD 84-069, 61 FR 25313, May 20, 1996, as amended at 63 FR 52819, Oct. 1, 1998]

**§ 199.110 Survival craft muster and embarkation arrangements.**

(a) Each muster station must have sufficient space to accommodate all persons assigned to muster at that station. One or more muster stations must be close to each embarkation station.

(b) Each muster station and embarkation station must be readily accessible to accommodation and work areas.

(c) Each muster station and embarkation station must be adequately illuminated by lighting with power supplied from the vessel's emergency source of electrical power.

(d) Each alleyway, stairway, and exit giving access to a muster and embarkation station must be adequately illuminated by lighting that is capable of having its power supplied by the vessel's emergency source of electrical power.

(e) Each davit-launched and free-fall survival craft muster station and embarkation station must be arranged to

enable stretcher cases to be placed in the survival craft.

(f) Each launching station, or each two adjacent launching stations, must have an embarkation ladder as follows:

(1) Each embarkation ladder must be approved under approval series 160.117 or be a rope ladder approved under approval series 160.017.

(2) Each embarkation ladder must extend in a single length from the deck to the waterline with the vessel in its lightest seagoing condition under unfavorable conditions of trim and with the vessel listed not less than 15 degrees either way.

(3) Provided that there is at least one embarkation ladder on each side of the vessel, the OCMI may permit additional embarkation ladders to be other approved devices that provide safe and rapid access to survival craft in the water.

(4) The OCMI may accept other safe and effective means of embarkation for use with a liferaft required under § 199.261(e).

(g) If a davit-launched survival craft is embarked over the edge of the deck, the craft must be provided with a means for bringing it against the side of the vessel and holding it alongside the vessel to allow persons to safely embark.

(h) If a davit-launched survival craft is not intended to be moved to the stowed position with persons on board, the craft must be provided with a means for bringing it against the side of the vessel and holding it alongside the vessel to allow persons to safely disembark after a drill.

[CGD 84-069, 61 FR 25313, May 20, 1996, as amended by USCG-1998-4442, 63 FR 52192, Sept. 30, 1998; 63 FR 52819, Oct. 1, 1998]

#### § 199.120 Launching stations.

(a) Each launching station must be positioned to ensure safe launching with clearance from the propeller and from the steeply overhanging portions of the hull.

(b) Each survival craft must be launched down the straight side of the vessel, except for free-fall launched survival craft.

(c) Each launching station in the forward part of the vessel must—

(1) Be in a sheltered position that is located aft of the collision bulkhead; and

(2) Have a launching appliance approved with an endorsement as being of sufficient strength for forward installation.

#### § 199.130 Stowage of survival craft.

(a) *General.* Each survival craft must be stowed—

(1) As close to the accommodation and service spaces as possible;

(2) So that neither the survival craft nor its stowage arrangements will interfere with the embarkation and operation of any other survival craft or rescue boat at any other launching station;

(3) As near the water surface as is safe and practicable;

(4) Except for liferafts intended for throw-overboard launching, not less than 2 meters above the waterline with the vessel—

(i) In the fully loaded condition;

(ii) Under unfavorable conditions of trim; and

(iii) Listed up to 20 degrees either way, or to the angle at which the vessel's weatherdeck edge becomes submerged, whichever is less.

(5) Sufficiently ready for use so that two crew members can complete preparations for embarkation and launching in less than 5 minutes;

(6) In a secure and sheltered position and protected from damage by fire and explosion, as far as practicable; and

(7) So as not to require lifting from its stowed position in order to launch, except that—

(i) A davit-launched liferaft may be lifted by a manually powered winch from its stowed position to its embarkation position; or

(ii) A survival craft that weights 185 kilograms (407.8 pounds) or less may be lifted not more than 300 millimeters (1 foot) in order to launch.

(b) *Additional lifeboat stowage requirements.* In addition to the requirements of paragraph (a) of this section, each lifeboat must be stowed as follows:

(1) Each lifeboat for lowering down the side of the vessel must be stowed as far forward of the vessel's propeller as practicable. Each lifeboat, in its